

**ORDER**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

6000.40

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**DOCUMENTATION CONTROL CENTER**

11/4/91

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MONITORING POLICY FOR THE MAINTENANCE CONTROL  
SUBJ: CENTER (MCC) OF THE NATIONAL AIRSPACE SYSTEM (NAS)

1. PURPOSE. This order establishes policy and assigns responsibilities to Airway Facilities personnel in the monitoring of facilities as it applies to the maintenance control center and to Air Traffic personnel in monitoring and controlling subsystems/facilities.
2. DISTRIBUTION. This order is distributed to the director level in Washington, with a division level distribution in the Office of Labor and Employee Relations, Air Traffic Plans and Requirements Service, Air Traffic Rules and Procedures Service, Office of Air Traffic System Management, Program Manager for Advanced Automation, Program Directors for Automation, Navigation and Landing, Surveillance, Communications and Aircraft Acquisition, and Weather and Flight Service Systems, NAS Program Management Service, Research and Development Service, Operations Research Service, NAS System Engineering Service, Facility System Engineering Service; and to branch level in the Systems Maintenance Service and the NAS Transition and Implementation Service; to division level at the FAA Logistics Center at the Mike Monroney Aeronautical Center; to division level in the Office of Research and Technology Application, Resource Management Service, Engineering, Test, and Evaluation Service, and Engineering, Research, and Development Service at the FAA Technical Center; to branch level in the regional Airway Facilities divisions; and to the Airway Facilities sectors, sector field offices, sector field units, and sector field office units with a standard distribution.
3. BACKGROUND. The FAA currently uses a mix of both Air Traffic and Airway Facilities personnel to monitor and control the subsystems/facilities in the NAS. Monitoring information is received through individually unique and diverse types of monitoring panels. A fundamental premise underlying the new maintenance concept is that Airway Facilities personnel will be able to assess the performance of NAS subsystems/facilities from the MCC and take appropriate action as the first level of response to facility or service interruptions.
4. DEFINITIONS.
  - a. Monitoring. The ability to determine the operational and/or performance status of a facility within an assigned area of jurisdiction.

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b. Performance Status Monitoring. The monitoring performed by Airway Facilities personnel relative to the performance status and condition of subsystems/facilities providing services to the aviation community. The purpose of performance status monitoring is to facilitate efficient maintenance management and to ensure that corrective and/or restoration activities are performed as required.

c. Operational Status Monitoring. The monitoring performed by Airway Facilities and/or Air Traffic personnel relative to the availability of those subsystems/facilities required in the control of air traffic. The purpose of such operational status monitoring is to ensure that services are being provided as published and to facilitate immediate intervention if a service interruption occurs.

5. AUTHORITY TO CHANGE THIS ORDER. The Associate Administrator for Airway Facilities, AAF-1, is authorized to issue changes to this order. The Administrator reserves the authority to approve changes which establish policy, delegate authority, or assign responsibilities.

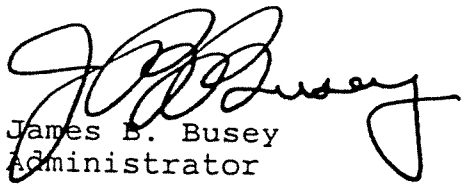
6. POLICY. It is FAA policy that the MCC will be the focal point for monitoring and maintenance control of all subsystems/facilities in the NAS that have remote maintenance monitoring capabilities. Airway Facilities will be responsible for operational and performance status monitoring. Air Traffic will be responsible for facility operational status monitoring.

7. RESPONSIBILITIES.

a. Airway Facilities Operational and Performance Status Monitoring and Maintenance Control Responsibilities. Airway Facilities personnel located at the MCC will require both operational and performance status information. This information, provided to the MCC, must be sufficient to facilitate maintenance intervention if a service interruption is imminent or present and assist in the efficient maintenance management of the NAS. Airway Facilities personnel are responsible for monitoring and controlling, through the remote maintenance monitor system (RMMS), all NAS subsystems/facilities that have remote monitoring capabilities. When abnormalities are detected which impact the services provided by remotely monitored subsystems/facilities, Airway Facilities personnel at the MCC are responsible for notifying all appropriate users and for coordinating with Air Traffic prior to the initiation of maintenance activities. The physical characteristics of MCC's, including location and constituent equipment, must support this central role in Airway Facilities monitoring and maintenance management.

b. Air Traffic Operational Status Monitoring and Control Responsibilities. Air Traffic personnel require status indication as to the availability of specified subsystems/facilities. The status of both main and standby channel or system, if one exists, will be readily recognizable from the status indications. Air Traffic will require limited operational control of certain airport subsystems which will typically include channel or equipment changes (main to standby), facility on/off functions (changing instrument landing systems on runways), and minor equipment configuration changes (setting landing light intensity level). Air Traffic personnel will be responsible for changing channels or equipment on multi-channel and/or dual equipment subsystems which they perform operational status monitoring on, and will exercise the on/off functions as necessary. Service availability data and control functions may be provided via the RMMS. Air Traffic personnel will issue notices to airmen (NOTAM), as necessary, based upon the operational status monitoring indications and as requested by MCC personnel.

8. WAIVER. All requests for a waiver to any portion of this policy for a specific system/subsystem maintenance control center requirement shall be submitted for approval to the Associate Administrator for Airway Facilities, AAF-1. The request shall contain rationale for the waiver, justification, and other appropriate information to support the request.



James B. Busey  
Administrator

